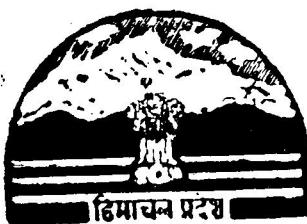


रजिस्टर्ड नं ० पी०/एस० एम० १४.



# राजपत्र, हिमाचल प्रदेश

## असाधारण

हिमाचल प्रदेश राज्यशासन द्वारा प्रकाशित

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शिमला, बुधवार, 25 फरवरी, 1981/6 काल्पन, 1902

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हिमाचल प्रदेश सरकार

परिवहन विभाग

अधिसूचनाएं

शिमला-2, 14 जनवरी, 1981

सं० 6-24/79-परिवहन.—हिमाचल प्रदेश मोटर व्हीकल टैक्सेशन एक्ट, 1972 (एक्ट नं० 4 आफ 1973) की धारा 2 (एफ) के साथ पढ़ते हुए धारा 21(2) (बी) द्वारा प्रदत्त शक्तियों तथा इस सम्बन्ध में अन्य सभी निहित शक्तियों का प्रयोग करते हुए, राज्यपाल, हिमाचल प्रदेश, उप-मण्डल अधिकारी चम्बा, जिला चम्बा, तथा

उप-मण्डल अधिकारी करसोग, जिला मण्डी को ग्रपने कार्यक्षेत्र में उक्त अधिनियम के अधीन कर्तव्यों के निर्वहन हेतु तथा इस अधिनियम द्वारा प्रदत्त शक्तियों का प्रयोग करने के लिए टैक्सेशन अधीरिटी नियुक्त करने का सहर्ष आदेश देते हैं।

कंवर शमशेर सिंह,  
सचिव।

शिमला-2, 22 जनवरी, 1981

सं 6-33/79-परिवहन.—मोटर यान अधिनियम, 1939 (1939 का 4) की धारा 68 की उप-धारा 2 के खण्ड (एच. एच.) द्वारा प्रदत्त शक्तियों तथा इस सम्बन्ध में अन्य प्रदत्त शक्तियों को प्रयोग में लाते हुए, और उक्त अधिनियम की धारा 133 की उप-धारा (1) के अन्तर्गत इस विभाग की सम संख्यक अधिसूचना दिनांक 11-11-80 द्वारा राजपत्र, हिमाचल प्रदेश के असाधारण अंक दिनांक 22-11-80 में पूर्व प्रकाशन के उपरान्त, हिमाचल प्रदेश के राज्यपाल महोदय, पंजाब मोटर यान नियम, 1940 जैसे कि हिमाचल प्रदेश राज्य में प्रवृत्त है, में संशोधन करने हेतु निम्न नियम सहर्ष बनाते हैं:—

#### Amendment

1. These rules may be called the Punjab Motor Vehicles (Himachal Pradesh Amendment) Rules, 1980.
2. In the Punjab Motor Vehicles Rules, 1940 in their application to Himachal Pradesh, the following shall be substituted as sub-rule (3) of rule 4.28 namely;
3. The Authority by which a permit is granted/renewed may likewise grant/renew any countersignatures for reciprocating States/Union Territories under the National Permit Scheme in the form of authorisation appended to the Motor Vehicles (National Permits) Rules, 1975 as second schedule after charging a composite fee of Rs. 1000/- per annum per State or Rs. 250/- per annum per Union Territory per vehicle in the form of Bank Draft. The said Authority may also grant/renew countersignatures for reciprocating States/Union Territories in accordance with the terms and conditions of agreement entered into with such States/Union Territories for operation of goods vehicles on Regional or Zonal basis.

शिमला-2, 23 जनवरी, 1981

संख्या 6-60/80(परिवहन).—मोटर यान अधिनियम, 1939 (1939 का 4) की धारा 63 की उप-धारा (3-ए) द्वारा प्रदत्त शक्तियों का प्रयोग करते हुए, हिमाचल प्रदेश के राज्यपाल महोदय, बिहार, हरियाणा, हिमाचल प्रदेश, जम्मू तथा कश्मीर, पंजाब, राजस्थान, उत्तर प्रदेश, पश्चिमी बंगाल राज्य और दिल्ली तथा चण्डीगढ़, संघ राज्यों के बीच, मालवाहन गाड़ियों के लिये परस्पर करार करने का प्रस्ताव करते हैं, जिस का प्रारूप संलग्न है, तथा उक्त उप-धारा की अपेक्षानुसार इस से प्रभावित हो सकने वाले व्यक्तियों की जानकारी के लिये एतद्वारा सूचना दी जाती है कि इस अधिसूचना के राजपत्र, हिमाचल प्रदेश में प्रकाशित होने की तिथि से 30 दिन की अवधि बीत जाने के बाद, उक्त करार प्रारूप पर विचार किया जायेगा। निर्धारित अवधि की समाप्ति के

पहले उक्त करार प्रारूप के सम्बन्ध में किसी भी व्यक्ति से जो भी आपत्ति या सुन्नाव सचिव (परिवहन), हिमाचल प्रदेश सरकार, शिमला-2 को प्राप्त होगा, उस पर राज्य सरकार विचार करेगी।

कंवर शमशेर सिंह,  
सचिव।

**Draft Reciprocal Agreement for Public Carriers between the States of Bihar, Haryana, Himachal Pradesh, Jammu & Kashmir, Punjab, Rajasthan, Uttar Pradesh, West Bengal and Union Territories of Delhi and Chandigarh**

This agreement made this.....day of.....one thousand nine hundred and eighty-one between the Governor of Bihar of the One Part, the Governor of Haryana of the Second Part, the Governor of Himachal Pradesh of the Third Part, the Governor of Punjab of the Fourth Part, the Governor of Rajasthan of the Fifth Part, the Governor of Uttar Pradesh of the Sixth Part, the Governor of West Bengal of the Seventh Part, the Governor of Jammu & Kashmir of the Eighth Part, the President of India for and on behalf of the Union Territory of Chandigarh of the Ninth Part, the President of India for and on behalf of the Union Territory of Delhi of the Tenth Part.

Whereas by an agreement dated the 31st March, 1980 between the parties of the First, Second, Third, Fourth, Fifth, Sixth, Seventh, Eighth, Ninth and Tenth Parts, the said parties entered into a reciprocal agreement with a view to encourage long distance inter-State transport of goods by and between the said States on the terms and conditions contained in the said agreement.

And whereas, by mutual agreement, the parties hereto have agreed to modify the terms and conditions of the said agreement dated the 31st March, 1980 and it has been decided to enter into an agreement as herein contained in partial modification of the existing agreement.

**IT IS NOW AGREED BY AND BETWEEN THE ABOVE PARTIES AS FOLLOWS:—**

- I. That this reciprocal agreement shall come into force on the.....and shall remain valid upto the 31st March, 1984. It may be renewed for such further period as may be mutually agreed to by all the signatories to this agreement. For reasons to be given in writing by any of the signatory States, this reciprocal agreement may be revoked on three months notice. Such revocation shall, however, abridge and modify the operation of this agreement only in so far as it relates to withdrawing State subject to the condition that permits already issued under this agreement will continue be valid till the expiry of those permits irrespective of withdrawal by the State or States from this agreement.
- II. The total number of vehicles for which composite permits shall be issued shall not exceed 450 for each of the States of Bihar, Haryana, Himachal Pradesh, Jammu & Kashmir, Punjab, Rajasthan, Uttar Pradesh, West Bengal, Chandigarh and Delhi. The composite permits issued by the competent transport authority of each signatory State shall be valid on all National and State Highways chosen for operation. A list of the National and State Highways in each signatory State is appended hereto as Annexure VI. The competent transport authority shall also issue to each of such permit-holders an authorisation in the form annexed to this agreement (Annexure I) and such authorisation shall correspond to the period for which the advance payment has been received provided that the authorisation at one time shall not exceed for period of one year. In case an authorisation is issued during the course of a year (financial year) it shall expire on 31st March of that year.

It shall, however, be open to any public carriers plying under such authorisation to deviate from the specified routes to the extent not exceeding 30 km. on either side of the specified routes.

III. (i) Each applicant for a composite permit shall have to choose a minimum of three States i.e. the Home State and any two other States out of the remaining nine for operation with effect from the date of this agreement.

(ii) If a composite permit-holder chooses to exclude contiguous State for operation through which his vehicle must have to pass to reach any other State chosen for operation within the scheme, the holder of the permit shall have to pay full taxes to the "Transit State".

(iii) A composite permit-holder of a State shall be allowed to operate in any other State, separately, covered under a bilateral agreement, but the same vehicle will not be allowed to be used both for the composite permit scheme as also the bilateral agreement scheme in the same State.

(iv) An option once exercised by a composite permit-holder will not be allowed to be changed before a period of one year.

(v) Notwithstanding that a composite permit-holder will not be allowed the option once exercised to be changed before a period of one year as per sub-clause (i) above, the composite permit-holder may, at his option, come up at any time during the course of the year for addition of State or States covered by the Zone in his authorisation, provided he is agreeable to pay full taxes for the year. During the period of authorisation once granted, no deletion of State or States once opted shall be allowed.

IV. A public carrier operating under this agreement shall be free to operate without restriction of routes in the Home State whereas while operating in any area outside the Home State such a public carrier shall not pick up or set down goods between any two points lying wholly within the jurisdiction of the reciprocating States, i.e. in such cases vehicles shall be prohibited from carrying any Intra-State business.

V. A public carrier operating under this agreement shall be subject to the following limitations and restrictions:—

(1) No vehicle may be authorised under this agreement which—

- (a) is more than four years old on the date of making applications for grant of the authorisation and which is more than nine years old at any point of time;
- (b) does not carry the prescribed markings and distinguishing particulars and is not painted in the prescribed colour scheme as provided in the schedule annexed hereto (Annexure V); and
- (c) is not fitted with a body in conformity with the pattern as specified in the scheme annexed hereto (Annexure V).

(2) A public carrier plying under this agreement shall at all times carry a bill of lading in the form prescribed in the schedule annexed (Annexure III). Carriage of goods not in conformity with the declaration in the bill of lading shall be construed as infringement of condition of the permit making the permit holder liable under section 60 of the Motor Vehicles Act, 1939.

(3) Such vehicles shall conform to and comply with all provisions of the Motor Vehicles Act, as well as the provisions of the motor vehicles rules framed by the Home State subject to such restrictions as may be imposed by the State Governments from time to time under the provisions of the Motor Vehicles Act, 1939.

(4) A public carrier plying under this agreement shall be allowed to ply his vehicle on all National and State Highways in the signatory States chosen for operation. In particular in the case of vehicle in hilly areas of Himachal Pradesh, Jammu and Kashmir, Uttar Pradesh, West Bengal, etc., the operation will be subject to the load and other restrictions as may be imposed by the State Government concerned for any particular route/area. The (Home ) State may make a suitable endorsement in the permit particularly in regard to the hilly State of Himachal Pradesh, Jammu & Kashmir and Uttar Pradesh etc. as necessary, that the heavier vehicles will not be allowed in the hilly region of these States.

(5) The certificate of fitness of such a vehicle shall be liable to be suspended or cancelled by the competent authority of the Home State if it is found to be not in conformity with the provisions relating to fittings, colour and body specification as detailed in the schedule annexed hereto (Annexure V).

(6) Such a vehicle shall at all times carry a valid authorisation in the form as detailed in the schedule annexed (Annexure I) hereto granted under this agreement and issued under the signature and seal of the competent transport authority of the Home State.

(7) Any authorisation holder plying under this agreement shall file a quarterly return in regard to such a vehicle in the form prescribed as detailed in the schedule annexed (Annexure IV) hereto in quintuplicate to the Secretary of the State Transport Authority of the Home State who, in turn, shall furnish copies thereof to the Secretaries, State Transport Authorities of the other signatory States.

(8) Such a vehicle shall at all times carry—

- a valid certificate of fitness;
- a certificate of registration; and
- Bill/Bills of lading covering goods actually carried in the vehicle at the moment.

**VI.** A vehicle plying under authorisation issued under the special agreement may be stopped and inspected for the purpose of enforcement of the provisions of this agreement by an officer of the rank of Assistant Inspector of motor vehicle or sub-Inspector of Police or any other officer whose rank is mutually agreed upon by the signatory States. Such an inspecting officer shall issue a check report in triplicate, one copy of which shall be served on the person incharge of vehicle, the second copy shall be sent to the competent transport authority of the Home State and the third copy sent to the competent transport authority of the State concerned. The competent transport authority of the Home State, on receipt of the copy of the check report, may take such action as he may deem fit.

**VII.** (\*1) A composite permit-holder plying under authorisation shall be liable to pay as under:—

- Motor vehicles tax and the goods tax obtaining in the Home State.
- A sum of Rs. 500/- per annum in lieu of taxes mentioned in clause (a) above to Delhi, in case it is opted for operation, a sum of Rs. 250/- per annum in lieu of taxes mentioned in clause (a) above to Chandigarh in case it is chosen for operation and a sum of Rs. 1000/- per annum in lieu of taxes mentioned in clause (a) above to each of the remaining State of his option other than the Home State.

This sum shall be paid in advance by a crossed bank draft on or before the 15th of March every year (irrespective of the RLW and PLW of the vehicle). For this purpose, all the signatory States shall make suitable provisions in thier taxation laws. Each signatory State shall designate a competent authority for the purpose of receiving the amount

mentioned above on behalf of other States which shall thereafter be transferred to the respective States. Such competent authority shall stamp and endorse the authorisation to that effect. Any vehicle plying under such an authorisation in the absence of such valid endorsement shall be deemed to be plying in contravention of the condition of the permit and shall be liable to suspension and cancellation of the permit under section 60 of the Motor Vehicles Act, 1939.

The sum mentioned above will not be inclusive of municipal levies such as octroi etc. and composite permit-holder will be liable to pay them separately.

- (2) Notwithstanding that the amount is required to be paid for the whole year in advance as per sub-clause (1) above, the owner of the vehicle may at his option, pay it in two equal instalments, the first on or before the 15th March every year for the period April-September and the second instalment on or before the 15th September (of the current financial year) for the period October-March and obtain endorsement of having paid this tax from the competent authority of the Home State in certificate specified in Annexure II.
- (3) A composite permit-holder shall be required to pay a fee of Rs.300/- per year per vehicle for grant of an authorisation irrespective of the number of States chosen for operation. This sum shall be paid in advance in full irrespective of whether authorisation is granted at the commencement of a financial year or after the commencement thereof by bank draft to the competent authority of the home State who will retain the amount.
- (4) If the vehicle covered by the authorisation is kept under non-use for a period/periods during the validity of the authorisation, no refund of amount under sub-clauses (1), (3) and (7) for that period/periods will be allowed.
- (5) If the initial authorisation is granted at any time after the first quarter of the financial year, the tax shall be assessed on pro-rata basis for the remaining quarters of the financial year including the quarter in which the authorisation is granted. For the purpose, a quarter shall be taken as a unit and not months and days provided that this relief shall not be admissible for subsequent authorisation.
- (6) If the vehicle covered by the authorisation is sought to be replaced by another suitable vehicle after prior permission of the authority which originally granted the permit, the registration mark of the replaced vehicle may be noted by the Home State Transport Authority in the authorisation and the tax already paid shall be deemed to have been paid for the replaced vehicle for the period following the date on which the vehicle is replaced.
- (7) If an operator does not pay his composite tax within the prescribed period, he shall be liable to pay, in addition to the composite tax of Rs. 1000/-, an additional sum of Rs. 100/- per month or part thereof for each of the States covered by the scheme in respect of which payment is delayed. The said amount shall be payable through crossed bank draft in the name of the designated authority of the State concerned and shall be sent to the State concerned as and when received. The operator would also be required to pay any other penalty for delay in payment of Home State taxes that might be imposed by that State under its own rules.

VIII. The competent authority of the Home State shall receive the amount on behalf of the other State as the case may be in the form crossed bank drafts. These drafts shall be made payable in the name of the designated authority of the State concerned and shall be sent by the Home State to the State concerned as and when received along with a statement showing the details of the vehicle number, bank draft number and date and amount, period for which paid etc.

**IX.** (A) For the implementation of this agreement, the State Transport Authority or Regional Transport Authority, as the case may be, of the Home State shall issue composite permits for the Inter-State route or routes or areas, as the case may be, covered by this reciprocal agreement for any three or more of the signatory States, such a composite permit-holder shall have the benefit of rule framed under section 68 (2) (hh) read with section. 63 (1) of the Motor Vehicles Act, 1939, referred to in para below; and the competent authority shall furnish copies of these composite permits (Part B only) to other signatory States within 30 days of issue.

(B) Further, all the signatory States shall frame a suitable rule under sec. 68 (2) (hh) read with Sec. 63 (1) to provide that the composite permits so granted by any of the signatory States, other than the Home State shall be valid without countersignatures in the areas of the Home State and the Secretary of the State Transport Authority or the competent authority, as the case may be, of the Home State shall issue an authorisation in the form prescribed in the schedule (Annexure I).

(C) Such composite permits shall be valid in all the signatory States other than the Home State as specified in the permit. A list of these Highways is annexed in the schedule hereto. The composite permits shall also be valid on such other National Highways and the State Highways as may be notified from time to time by the Union Government or the State Government concerned and which are endorsed on the permit.

**X.** In this agreement, the term "Home State" means the State in the territory of which the composite permit under sec. 56 has been granted and authorisation therefor is issued under this agreement.

**XI.** For the purpose of this agreement, the terms "years" shall be deemed to be a financial year.

**XIII.** For the purpose of this agreement, each of the ten parties hereto shall be deemed to be a "State".

( ) ( )  
Secretary to Govt. of Bihar, Transport Deptt., Patna.      Secretary to Govt. of Rajasthan, Home Deptt., Jaipur.

( ) ( )  
Secretary to Govt. of Haryana, Transport Deptt., Chandigarh.      Secretary to Govt. of Uttar Pradesh, Transport Deptt., Lucknow.

( ) ( )  
Secretary to Govt. of Himachal Pradesh, Transport Deptt., Simla.      Secretary to Govt. of West Bengal, Home (Transport) Deptt., Calcutta.

( ) ( )  
Secretary to Govt. of J. & K., Transport Deptt., Jammu.      Transport Secretary, Chandigarh Administration, Chandigarh.

( ) ( )  
Secretary of Govt. of Punjab, Transport Deptt., Chandigarh.      Special Secretary (Transport), Delhi Administration, Delhi.

## **ANNEXURE I**

**AUTHORISATION UNDER SPECIAL RECIPROCAL AGREEMENT**

(Valid in the States of Bihar, Haryana, Himachal Pradesh, Jammu & Kashmir, Punjab, Rajasthan, Uttar Pradesh, West Bengal, Chandigarh and Delhi).

1. Name in full  
(Starting with surname & complete address  
of owner).

2. Registration mark.

3. Engine No.

4. Chassis No.

5. Original Permit No.

6. Permit Issuing Authority.

7. Make.

8. Year of manufacture.

9. RLW.

10. ULW.

11. Payload.

12. Period of validity of the authorisation.

**From** \_\_\_\_\_ **To** \_\_\_\_\_

**13. Valid for the States:**

1. 2. 3. 4. 5. 6. 7. 8. 9. 10.

(Seal of the  
competent authority).

*(Signature of the competent authority.)*

## ANNEXURE II

## CERTIFICATE OF PAYMENT OF TAX UNDER SPECIAL RECIPROCAL AGREEMENT

## Rate of Annual Tax

Name of the State 1	Amount paid 2	Particulars of bank draft & date 3	Date of payment 4	Period for which paid 5	Registration No. of the vehicle 6
1.					
2.					
3.					
4.					
5.					
6.					
7.					
8.					
9.					
10.					

*Signature and seal of the authority.*

## ABSTRACT OF CONDITIONS OF COMPOSITE PERMIT

1. This authorises the operation of the vehicle of the National and State Highways in the signatory States chosen for operation other than the Home State. A list of National and State Highways is annexed hereto. The vehicle shall also be valid on such other National Highways and State Highways as may be notified from time to time by the Union Government or the State Government concerned and which are endorsed on the permit.

The vehicle shall also be authorised to deviate upto 30 km. on either side of the specified routes.

2. While operating in any area outside the Home State such a public carrier shall not pick up or set down goods between any two points lying wholly within the jurisdiction of the reciprocating State i. e. in such cases vehicles shall be prohibited from carrying any Intra-State business.

3. The vehicle shall be painted in chocolate colour with broad white borders and board showing the following inscription in white letters on black background shall be carried prominently above the "PUBLIC CARRIER" board :—

*Inscription:* PERMIT UNDER SPECIAL RECIPROCAL AGREEMENT.

\*Valid in Bihar, Haryana, Himachal Pradesh, Jammu & Kashmir, Punjab, Rajasthan, Uttar Pradesh, West Bengal, Chandigarh and Delhi.

\*States not applicable to be struck off.

The vehicle shall be provided with a seat across the full width of the vehicle behind the driver's seat providing for a spare driver to stretch himself and sleep.

4. The vehicle shall at all times carry the Bill/Bills of Lading (in the manner directed by the S.T.A., Home State) covering the goods in vehicle.

5. The vehicle shall conform and comply with all the provisions of the Motor Vehicles Act, 1939 as well as the provisions of the Motor Vehicles Rules framed by the Home State subject to such restriction as may be imposed by the State Government from time to time under the provisions of the Motor Vehicles Act, 1939.

6. The vehicle shall at all times carry the original permit, documents and the authorisation issued under this agreement.

7. A composite permit-holder plying under such an authorisation shall be liable to pay an annual tax of a sum of Rs. 500/- per vehicle to Delhi, a sum of Rs. 250/- per annum in lieu of taxes mentioned in clause (a) above to Chandigarh and Rs. 1000/- per vehicle to such of the States of Bihar, Haryana, Himachal Pradesh, Jammu & Kashmir, Punjab, Rajasthan, Uttar Pradesh and West Bengal for which he has opted in addition to the Motor Vehicle Tax and Goods Tax, if any, of the Home State. This will be irrespective of the R.L.W. of the vehicle and shall be paid in advance on or before the 15th of March every year.

The composite permit-holder may, at his option, pay the above tax in two instalments, the first on or before the 15th March (every year) for the period April-September and the second instalment on or before the 15th September (of the current financial year) for the period October-March.

8. (i) Each applicant for a composite permit shall have to choose minimum of three States i.e. the Home State and any two other States out of the remaining nine, for operation with effect from the date of this agreement.

(ii) If a composite permit-holder chooses to exclude a contiguous State for operation through which his vehicle must have to pass to reach any other State Chosen for operation within the scheme, the holder of the permit shall have to pay full taxes to the "Transit State" unless otherwise exempted.

(iii) An option once exercised by a composite permit-holder will not be allowed to be changed before a period of one year.

(iv) Notwithstanding that a composite permit-holder will not be allowed the option once exercised to be changed before a period of one year as per condition 8 (iii) above, the composite permit-holder may, at his option, come up at any time during the course of the year for addition of State or States covered by the Zone in his authorisation, provided he is agreeable to pay full taxes for the years. During the period of authorisation once granted, no deletion of State or States once opted shall be allowed.

9. If an operator does not pay his composite tax within the prescribed period, he shall be liable to pay, in addition to the composite tax of Rs. 1000/-, an additional sum of Rs. 100/- per month or part thereof for each of the States covered by the scheme in respect of which payment is delayed. The said amount shall be payable through crossed bank draft in the name of the designated authority of the State concerned and shall be sent to the State concerned as and when received. The operator would also be required to pay any other penalty for delay in payments of Home State taxes that might be imposed by that State under its own rules.

10. If a composite permit-holder fails to apply for renewal of authorisation for minimum number of States required to be chosen for operation under the agreement within a period of one month from the date of expiry of previous authorisation, his permit shall be liable to be cancelled.

## ANNEXURE III

## BILL OF LADING

Name &amp; address of the permit-holder.

Truck No.

Bill No.  
Date.

Name of the consignors.

Name of the consignee.

Destination.

No. of articles	Description of goods	Cwt. B. mds. kg.	Freight charge paid Rs. P.	Freight charge to pay Rs. P.	Total	Bill No..... Date..... Receive ..... package ..... from ..... Truck No..... Signature.....
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*Signature of the consignor.**Signature of the carrier.*At Carrier's risk.At Owener's risk.

Value of the goods Rs. .....

Delivery at .....

*Note.—The bill of lading will be in the proforma given above and will be in quadruplicate, the original (white) to be carried in the vehicle, the duplicate (light green) for the consignor, the triplicate (pink) for the consignee, and the fourth copy (cream yellow) for record of the permit-holder.*

## ANNEXURE IV

## QUARTERLY REPORT

1. Name of the operator & address.
2. Registration mark of vehicle.
3. Composite Permit No.

## SUMMARY OF TRIPS MADE DURING THE QUARTER

Total distance covered in the State of—

Month 1	Bihar 2	Haryana 3	H.P. 4	J.&K. 5	Punjab 6	Rajasthan 7
U.P.W. Bengal	Chandigarh	Delhi			Total distance	Remarks
8	9	10	11		12	13

Date . . . . .

*Signature of the permit-holder.*

*Note.—In remarks col. state reasons for low or high running in any particular State or States and any other points which caused low operations.*

## ANNEXURE V

## SPECIFICATIONS OF THE COLOUR SCHEME AND SPECIAL MARKINGS TO BE CARRIED ON THE VEHICLE AND THE CONSTRUCTION OF VEHICLES

1. The vehicles shall be painted in chocolate colour with broad white borders. The words "NZ" in big letters will be inscribed on two sides of the vehicles within a circle.
2. A board with the following inscription with white letters on black background shall also be carried so as to be clearly visible above the "PUBLIC CARRIER" board:—

## COMPOSITE PERMIT

Under special Reciprocal Agreement,  
 \*Valid in Bihar, Haryana, Himachal  
 Pradesh, Jammu & Kashmir, Punjab,  
 Rajasthan, U. P., West Bengal,  
 Chandigarh and Delhi'.

3. The vehicle shall be provided, wherever feasible, with a seat across the full width of the vehicle behind the driver's seat providing facility for the spare driver to stretch himself and sleep.

(\*Strike off the name of the State not applicable).

## उद्यान विभाग

## अधिसूचना

शिमला-2, 27 जनवरी, 1981

सं0 डी. एच. पी. पी. 2-16/79.—जैसा कि प्रदेश सरकार ने अनुभव किया है कि निम्नलिखित विमारी हिमाचल प्रदेश में सेब के लिए घातक है और यह आवश्यक है कि इसके उन्मुलन के उपाय किये जायें और उस को पुनः उत्पन्न होने तथा फैलने से रोका जाए, मैं हिमाचल प्रदेश कृषि कीट, व्याधि एवं हानिकारक खरपतवार अधिनियम, 1969 (अधिनियम संख्या 18, 1969) की धारा 3 (1) की शक्तियों का प्रयोग करते हुए जो कि मुझे हिमाचल प्रदेश सरकार की अधिसूचना संख्या 6-17/69 एग्र. (सैकट)-II, दिनांक 28 सितम्बर, 1976 के अन्तर्गत प्रदान की गई है, मैं सर्व साधारण की सूचनार्थ सेब के स्कैब रोग (बैन्चुरिया इनएक्वालिस) को हिमाचल प्रदेश में सेब के पौधों के लिए घातक घोषित करता हूँ। इसके अतिरिक्त इस अधिनियम की धारा 3 (4) के अन्तर्गत उपरोक्त रोग से ग्रस्त फल पौधों के उचित रोग रोधक एवं उपचार के उपायों के अतिरिक्त उपरोक्त रोग से ग्रस्त पौधों को नष्ट करने का भी निर्देश देता हूँ।

क्र0 सं0	ज़िले का नाम	विकास खण्ड	ग्राम का नाम
1.	चम्बा	सलूनी	भांदल तथा किहार
2.	चम्बा	राजनगर	सरोल
3.	चम्बा	भरमौर	उलांसा
4.	कुल्लू	नगर	समस्त विकास खण्ड
5.	कुल्लू	कुल्लू	समस्त विकास खण्ड
6.	कुल्लू	बन्जार	लारजी
7.	मण्डी	सदर	नगवाई, टकोली तथा पनारसा
8.	मण्डी	मराज	जंजैली तथा वाली चौकी
9.	शिमला	ज़ुब्बल-कोटखाई	गरोग पंचायत
10.	शिमला	रोहड़	गंगानगर (शोल)

इस अधिसूचना के जारी होने पर उपरोक्त झेवों के प्रत्येक बागवान अधिसूचना में दिये गये रोग उन्मुलन हेतु हिमाचल कृषि कीट व्याधि एवं हानिकारक खरपतवार अधिनियम, 1969 की धारा 4 (1) के अन्तर्गत रोग रोधक उपचार करने के लिए बाध्य होगा। यह अधिसूचना जारी होने से एक वर्ष तक वैध रहेगी।

—राज सिंह राणा,  
निदेशक।

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नियंत्रक, मुद्रण तथा लेखन सामग्री, हिमाचल प्रदेश, शिमला-३ द्वारा मुद्रित तथा प्रकाशित।